

1 December 15, 1998

2 Express Mail Label No.: EE235313804US

PATENT

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11 UNITED STATES PATENT APPLICATION

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29 ELECTRIC MOTOR WITH ROTOR BEING A DRIVE WHEEL.

12/15/98  
U.S. PTO

1                   BACKGROUND OF THE INVENTION  
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3                   FIELD OF THE INVENTION

4                 This invention relates to electric motors, specifically to an electric motor where the rotor  
5                 of the motor also functions as a drive wheel.

6                   DESCRIPTION OF THE RELATED ART  
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8                 At least three United States patents apply to electric motors where a portion of the electric  
9                 motor serves as a drive wheel, rather than providing power to a shaft which transfers such power  
10                to another component. These are United States Patent No. 3,548,965 of John J. Pierro; United  
11                States Patent No. 5,164,623 of Vasily V. Shkondin; and United States Patent No. 5,721,473 of  
12                LeRoy M. DeVries.

13                Patent No. 3,548,965 involves a rather complicated rotor primarily composed of two  
14                adjacent ferromagnetic circles, each having projections which extend toward the other circle and  
15                which projections from one circle are interdigitated with the projections from another circle. The  
16                rotor, itself, contains no magnet--either permanent or electromagnetic. A field excitation coil  
17                projects a magnetic field into both circles of the rotor. (It is stated that in some cases the field  
18                excitation coil may be replaced with one or more permanent magnets.) The magnetic field  
19                created by the field excitation coil interacts with a magnetic field created by stator conductor  
20                windings. To produce rotation of the rotor, the electric current through the stator conductor  
21                windings is supplied at a frequency which is calculated from a formula which includes the  
22                tangential velocity of the rotor. Such tangential velocity is determined by a commutator which is  
23                "preferably of electromagnetic type. . . ."

24                The motor of Patent No. 5,164,623 utilizes a mechanic commutator, which--being a  
25                mechanical device in which different physical parts make moving contact with one another--is  
26                subject to wear as well as physical breakage and, therefore, to malfunction. Additionally, from  
27                the drawings it appears that the electromagnets of the rotor are located radially outward from the  
28                (preferably permanent) magnets of the stator. The disclosure and claims merely state that the

1 "magnetic members" of the stator are mounted on the circumference of the stator and face the  
2 electromagnets of the rotor.

3 And the rotor associated with the motor of Patent No. 5,721,473 includes both permanent  
4 magnets and electromagnets. It is suggested on lines 62 through 64 in column 5 of Patent No.  
5 5,721,473 that the electromagnets of the rotor are necessary in order to achieve adequate  
6 acceleration: "When the electromagnets 16 are magnetized and incited by the wire coil stator 17,  
7 a wheel accelerates very fast." And, although the disclosure does not clearly specify the  
8 orientation of the magnets on the rotor with respect to the "wire coil stator," the drawings and the  
9 claim indicate that the magnets of the rotor are located radially outward from the "wire coil  
10 stator." In pertinent part, the claim states: "a tire and rim rotor which includes a plurality of  
11 oppositely placed interchangeable permanent and electro magnets that rotate said tire and rim  
12 rotor by means of an electric field excited by an interchangeable wire coil stator secured onto a  
13 stationary axle . . . ."

14 In its description of the prior art, Patent No. 5,164,623 discusses several patents issued by  
15 the former Soviet Union but states that the "independent-drive wheel[s]" of such patents have  
16 "poor controllability because of the absence of a link between dynamics of rotation and control  
17 signals."

## SUMMARY OF THE INVENTION

The present Electric Motor with Rotor Being a Drive Wheel minimizes the possibility of failure by not utilizing mechanical commutators. Moreover, the current invention does not require the use of a formula to compute a frequency for the time when the electromagnets should be energized.

In the present invention, permanent magnets are placed upon one or both of the lateral sides of the drive wheel, forming the rotor. Electromagnets are attached to the structure that supports the axle for the drive wheel, creating the stator. Such electromagnets are arranged generally in a plane that is substantially parallel to the plane or planes containing the permanent magnets and are sufficiently close to the permanent magnets that the magnetic fields of the electromagnets and the permanent magnets will interact with one another. If permanent magnets are placed upon both of the lateral sides of the drive wheel, electromagnets may be placed upon both sides of the structure that supports the axle for the drive wheel.

14 \* A sensor mounted on the structure that supports the axle for the drive wheel simply  
15 determines when a pole of a permanent magnet approaches or is near such sensor. The sensor is  
16 so located (1) that when such pole approaches or is near the sensor, magnetic attraction or  
17 repulsion between the permanent magnet and an electromagnet will produce a force in the  
18 direction that it is desired to rotate the drive wheel and (2) that when the opposite pole of the  
19 electromagnet approaches or is near the sensor, magnetic attraction or repulsion between the  
20 permanent magnet and an electromagnet would not produce a force in the direction that it is  
21 desired to rotate the drive wheel.

22 Three methods are employed for utilizing the information from the sensor both (1) to  
23 assure that the electromagnets will be energized only when such energization will produce a  
24 force in the desired direction and (2) to control the speed of the drive wheel.

25 The control of speed depends upon the fact that the speed of the drive wheel is  
26 proportional to the average power (and, therefore, the average voltage) supplied to the  
27 electromagnets. Consequently, the speed of the drive wheel is determined by regulating the  
28 average voltage that is supplied to the electromagnets.

1        All three methods control such average voltage by regulating the percentage of time that  
2    voltage is supplied to the electromagnets. This is accomplished by closing a switch (preferably  
3    an electronic switch--such as a transistor, a triac, or a semiconductor-controlled rectifier), *i.e.*,  
4    substantially reducing the resistance between the terminals of the switch, in a circuit between a  
5    source of electrical energy, preferably a battery or other generator of direct current, and the  
6    electromagnets for such desired percentage of time.

7        To assure that force is produced only in the desired direction, the first method for closing  
8    the switch operates only between the time that the first pole of a permanent magnet approaches  
9    the sensor and the time that the second pole of the permanent magnet approaches the sensor; the  
10   second and third methods, only when a pole of polarity to which the sensor is sensitive is near  
11   such sensor. Outside of such periods, the switch is left open because no signal is sent to close  
12   such switch.

13       In the first method, input of the desired speed can be provided to a computer through any  
14   means that is well known in the art. The sensor is in communication with the computer and  
15   informs the computer when a pole of a permanent magnet has approached the sensor. The  
16   computer then begins producing a signal to close the switch. Preferably, the output signal from  
17   the computer will be in the form of a square wave, *i.e.*, a periodic wave which has a constant  
18   voltage amplitude when the output is being supplied and zero amplitude during the remainder of  
19   the period. The computer communicates with the switch so that the output signal from the  
20   computer is sent to the switch and causes such switch to be closed for the proportion of the  
21   period during which the output from the computer is non-zero, *i.e.* when a voltage is being  
22   supplied by the computer. The computer adjusts the non-zero proportion of the period to achieve  
23   the desired average voltage being transmitted from the source of electrical energy through the  
24   switch to the electromagnets and, consequently, the desired average speed of the drive wheel.  
25   When the sensor detects that the opposite pole of the permanent magnet has approached the  
26   sensor, the sensor so informs the computer; and the computer terminates the production of an  
27   output signal, causing the switch to be open.

28       In a second method, the computer is replaced with a timing circuit which establishes one  
29   specific proportion of the period during which such timing circuit produces an output voltage of

1 constant amplitude and which produces no output voltage for the remainder of the period. This  
2 proportion can only be changed by adjusting the value of an electric component, such as a  
3 potentiometer, within the timing circuit.

4 When the second method is employed, the sensor, which is preferably a Hall-effect  
5 switch, will produce a current or voltage that is utilized, in any manner that is well known in the  
6 art--such as by completing an electrical circuit from a source of electrical energy, to cause the  
7 timing circuit to begin and to continue operating only while a pole of a given polarity is near the  
8 sensor. Therefore, when a pole of a permanent magnet to which the sensor is sensitive is near the  
9 sensor, the sensor will initiate and maintain the operation of the timing circuit, which in turn will  
10 periodically close a switch, preferably an electronic switch, to energize the electromagnets. Such  
11 switch will remain closed only so long as it receives a voltage output from the timing circuit.  
12 When the opposite pole of the permanent magnet (or no pole) is near the sensor, the sensor will  
13 produce no current; the timing circuit will not be activated; and the switch will, consequently, not  
14 remain closed.

15 Alternatively, with the second method, two sensors could be located near each other.  
16 One sensor could be sensitive to one magnetic pole; the other sensor, to the other magnetic pole.  
17 (This can be accomplished by, for example, reversing the Hall-effect switch.) Then the average  
18 power and, consequently, the speed of the drive wheel would be increased.

19 Additionally, one sensor may be utilized to activate all the electromagnets; or there can  
20 be separate sensors for one or more electromagnets.

21 In a third method, the sensor acts just as in the second method. The sensor, however,  
22 communicates directly with the switch so that the voltage from the sensor is transmitted directly  
23 to the switch and acts just as does the output voltage from the timing circuit. Therefore, with the  
24 third method, no mechanism is included to alter the average voltage that is produced by the  
25 source of electrical power. The voltage produced by the source of electrical power is sent  
26 continuously to the electromagnets throughout the time that a pole of a permanent magnet to  
27 which the sensor is sensitive is near the sensor.

1        When the third method is used, the options with respect to sensors that were discussed for  
2 the second method are again available; and it is preferred to have a separate sensor for each  
3 electromagnet.

4        With all three methods the electrical signal from the sensor is either on or off (not a  
5 continuum of possible values). Therefore, with the first method, the computer can be  
6 programmed to invert the signal it sends to the switch. (Alternatively, an inverter could be  
7 placed--preferably through electronic switching operated by a user--between the sensor and the  
8 computer.) This will cause the switch controlling current to the electromagnets to be activated at  
9 the times other than those when magnetic attraction or repulsion between the permanent magnet  
10 and an electromagnet will produce a force in the original direction that it was desired to rotate the  
11 drive wheel. This will, consequently, at times produce no force and at other times produce a  
12 force that tends to cause the drive wheel to rotate in the reverse direction. If the drive wheel were  
13 already rotating in a forward direction, this would initially have a braking effect. If continued, it  
14 would ultimately result in the drive wheel rotating in the reverse direction. Of course, it would  
15 be more efficient to employ a sensor that is so located (1) that when a specific type of pole  
16 approaches or is near the sensor, magnetic attraction or repulsion between the permanent magnet  
17 and an electromagnet will produce a force to rotate the drive wheel in the reverse direction and  
18 (2) that when the opposite pole of the electromagnet approaches or is near the sensor, magnetic  
19 attraction or repulsion between the permanent magnet and an electromagnet would not produce a  
20 force to rotate the drive wheel in the reverse direction. And this more efficient technique is  
21 within the scope of the present invention.

22       Similarly, to obtain a force that tends to rotate the drive wheel in a reverse direction with  
23 the second method, an inverter is placed (preferably through electronic switching operated by a  
24 user) between the sensor and the timing circuit. And to accomplish this feat with the third  
25 method, an inverter is placed (preferably through electronic switching operated by a user)  
26 between the sensor and the switch.

27       Alternatively with any of the three methods, one or more additional switches or an  
28 H-bridge may be employed to enable current to flow through the electromagnets in a reverse  
29 direction. This would, of course, tend to cause the drive wheel to rotate in the reverse direction.

1 If the drive wheel were already rotating in a forward direction, this would initially have a braking  
2 effect. If continued, it would ultimately result in the drive wheel rotating in the reverse direction.

3 In the case of the first method, the computer can send signals directing the additional  
4 switch or switches to be set so that the current would flow through the electromagnets in a  
5 forward direction or signals directing the switches to be set so that the current would flow  
6 through the electromagnets in a reverse direction. For the second and third methods, some  
7 outside force (electronic or manual) would have to activate the additional switch or switches.

8 The computer also has the ability to protect the motor by delaying activation of the  
9 electromagnets until the wheel has attained a desired operational speed through the application of  
10 an outside force, *i.e.*, a force that does not result from the present invention. And the computer  
11 can be programmed to utilize the signal from the sensor to determine the speed of rotation of the  
12 drive wheel.

13 Furthermore, when it is desired to have more than one drive wheel operating with one  
14 another, a single computer can perform the desired computer functions for all the drive wheels.

15 Although the source of electrical power for the motor is preferably direct current, the  
16 motor will function with alternating current provided that the a. c. voltage is biased so that it  
17 never has a negative value. Furthermore, any method that is well known in the art can be used to  
18 control the average voltage that is supplied to the electromagnets, although the first two methods  
19 described above are preferred, with the first method being more preferred.

20 The ends of the core of each electromagnet are preferably bent toward the permanent  
21 magnets in order to increase the attractive and repulsive forces.

22 Moreover, it has been experimentally determined that the cores of the electromagnets  
23 perform more effectively when such cores are composed, ignoring the bent portion at the ends, of  
24 identical sections that are laminated with the plane of lamination being substantially parallel to  
25 the plane in which the electromagnet lies. Also, it has been experimentally determined that the  
26 electromagnets perform more effectively when they are wound with multi-strand wire.

27 Preferably, the structure that supports the axle for the drive wheel contains a cavity that  
28 communicates with the electromagnets and can contain either a heat-transfer medium or a  
29 heat-absorbing medium to reduce heat near the electromagnets. When a heat-transfer medium is

1 to be employed, the cavity also communicates with at least one radiating surface, such radiating  
2 surface preferably being either composed of carbon-filled nylon plastic or a metal fin.

3        Optionally, the electromagnets are encapsulated within a module having at least one  
4 radiating surface, such radiating surface preferably being either metal fins or fins composed of a  
5 carbon-filled nylon plastic. The module is removably inserted into the structure that supports the  
6 axle for the drive wheel. Within a cavity of the module is placed a heat-transfer medium (a fluid  
7 or gel) which communicates with both the electromagnets and the radiating surface, thereby  
8 conducting heat from the electromagnets to the radiating surface, from which such heat is  
9 transferred to the surrounding environment.

10       Moreover, in a still further alternative, the electromagnets can either simply be air cooled  
11 or may have liquid circulated between such electromagnets and a radiating heat sink through  
12 tubes or passages. When the tubes are utilized, a unique magnetic pump is employed that is  
13 operated by a magnetic connection between the rotating permanent magnets and a permanent  
14 magnet located in the impeller of the pump. And air cooling may be aided by the attachment of a  
15 fan to the structure that supports the axle for the drive wheel.

16       The simultaneous alignment of more than one electromagnet with more than one  
17 permanent magnet, which is termed "cogging," increases drag. Any technique which will  
18 prevent such cogging, such as having the spacing between electromagnets different from that  
19 between permanent magnets or having the distance between poles of electromagnets different  
20 from that between poles of adjacent permanent magnets, is, therefore preferred.

21       Also, to prevent energy losses caused by coupling between electromagnets, pairs of  
22 electromagnets are preferably activated alternately by the computer in the first method; by  
23 placing a flip-flop between the output of the timing circuit and the electromagnets in the second  
24 method; and, if a single sensor, is utilized for all electromagnets, placing a flip-flop between the  
25 sensor and the electromagnets in the third method.

1                   **BRIEF DESCRIPTION OF THE DRAWINGS**

2                 Figure 1 depicts the drive wheel and rotor of the Electric Motor with Rotor Being a Drive  
3                 Wheel.

4                 Figure 2 shows an air-cooled version of the Electric Motor with Rotor Being a Drive  
5                 Wheel where a computer is employed to control the speed of the drive wheels.

6                 Figure 3 illustrates a liquid-cooled version of the Electric Motor with Rotor Being a  
7                 Drive Wheel where a computer is employed to control the speed of the drive wheels.

8                 Figure 4 portrays the core of a curved electromagnetic, demonstrating the bent ends of the  
9                 electromagnet.

10                 Figure 5 is a view of the same embodiment as that of Figure 3 except that the  
11                 electromagnets are straight, rather than curved.

12                 Figure 6 differs from the embodiment of Figure 5 only in that three electromagnets, rather  
13                 than two, have been utilized.

14                 Figure 7 shows a module within which the electromagnets are preferably located.

15                 Figure 8 is a view from above the embodiment of Figure 5.

16                 Figure 9 shows an air-cooled version of the Electric Motor with Rotor Being a Drive  
17                 Wheel using a timing circuit to control the speed of the drive wheel.

18                 Figure 10 illustrates a liquid-cooled version of the Electric Motor with Rotor Being a  
19                 Drive Wheel using a timing circuit to control the speed of the drive wheel.

20                 Figure 11 is a view of the same embodiment as that of Figure 10 except that the  
21                 electromagnets are straight, rather than curved.

22                 Figure 12 differs from the embodiment of Figure 11 only in that three electromagnets,  
23                 rather than two, have been utilized.

24                 Figure 13 shows an air-cooled version of the Electric Motor with Rotor Being a Drive  
25                 Wheel when only a switch or switches are utilized to connect the source of electrical energy to  
26                 the electromagnets.

27                 Figure 14 illustrates a liquid-cooled version of the Electric Motor with Rotor Being a  
28                 Drive Wheel when only a switch or switches are utilized to connect the source of electrical  
29                 energy to the electromagnets.

1       Figure 15 is a view of the same embodiment as that of Figure 14 except that the  
2 electromagnets are straight, rather than curved.

3       Figure 16 differs from the embodiment of Figure 15 only in that three electromagnets,  
4 rather than two, have been utilized.

5       Figure 17 shows the embodiment incorporating the cavity in the structure to which the  
6 axle of the drive wheel is attached.

7       Figure 18 displays a side view of a permanent magnet.

8       Figure 19 illustrates the drive wheel where the sides of adjacent permanent magnets touch  
9 each other.

10      Figure 20 shows the drive wheel where only one side of each permanent magnet touches  
11 a side of another permanent magnet.

12      Figure 21 portrays an embodiment of the drive wheel in which no side of any permanent  
13 magnet touches the side of any other permanent magnet.

## **DESCRIPTION OF THE PREFERRED EMBODIMENT**

2 In the present invention, the drive wheel 1 (a wheel which powers the device to which  
3 such wheel is attached) actually constitutes the rotating portion of an electric motor, *i.e.*, the  
4 rotor.

As illustrated in Figure 1, on at least one lateral side of the drive wheel 1, the wheel 1 contains one or more (preferably, six) permanent magnets 2, which are preferably arranged in a circle, with opposite magnetic poles adjacent to one another. The permanent magnets 2 are preferably releasably attached to the drive wheel 1.

As viewed from the side, each permanent magnet 2 preferably has a shape which is defined by the area that is the difference between the sector of one circle and the sector of a second concentric circle having a smaller radius than the first circle.

12 The poles, however, are preferably at the ends **201**, as illustrated in Figure 18, of each  
13 permanent magnet **2** so that viewing the drive wheel **1** from the side allows one to see only the  
14 pole of a given permanent magnet **2**. Thus, for poles to alternate as described above, a given pole  
15 of one permanent magnet **2** faces the viewer and the opposite pole of the next permanent magnet  
16 **2** faces the viewer. The sides **202** of adjacent permanent magnets **2** may, as shown in Figure 19,  
17 touch each other. Alternatively, as depicted in Figure 20, only one side **202** of each permanent  
18 magnet **2** may touch a side **202** of another permanent magnet **2**. And in a still further  
19 embodiment, which is pictured in Figure 21, no side **202** of any permanent magnet **2** touches the  
20 side **202** of any other permanent magnet **2**.

21 The permanent magnets **2** (or, in the case of the alternative where only one side **202** of  
22 each permanent magnet **2** may touch a side **202** of another permanent magnet **2**, pairs of  
23 permanent magnets **2**) are preferably, but not necessarily, arranged symmetrically.

24 A sensor **3** (preferably located in the structure **4** to which the axle of the drive wheel **1** is  
25 attached)--shown in Figure 2, Figure 3, Figure 5, and Figure 6 (for the first method for  
26 controlling the direction and speed of the drive wheel **1**); in Figure 9, Figure 10, Figure 11, and  
27 Figure 12 (for the second method for controlling the direction and speed of the drive wheel **1**);  
28 and in Figure 13, Figure 14, Figure 15, and Figure 16 (for the third method for controlling the

1 direction and speed of the drive wheel 1)--determines, as described above, the location of the  
2 permanent magnets 2.

3 One or, preferably, more electromagnets 6 are attached to the structure 4 that supports the  
4 axle for the drive wheel 1, creating the stator 7. Such electromagnets 6 are arranged generally in  
5 a plane that is substantially parallel to the plane or planes containing the permanent magnets 2  
6 and are sufficiently close to the permanent magnets 2 that the magnetic fields of the  
7 electromagnets 6 and the permanent magnets 2 will interact with one another. If permanent  
8 magnets 2 are placed upon both of the lateral sides of the drive wheel 1, electromagnets 6 may be  
9 placed upon both sides of the structure 4 that supports the axle for the drive wheel 1.

10 The speed of rotation for the drive wheel 1 is, as discussed above, determined by the  
11 average voltage which is provided to the electromagnets 6. This, as well as assuring that the  
12 drive wheel 1 rotates in the desired direction, is preferably accomplished through one of the three  
13 methods described above. The first method employs the computer 5 (generally in the form of an  
14 integrated circuit chip) and a switch 31, preferably an electronic switch 31. The second method  
15 utilizes a timing circuit 50 of any nature that is well known in the art and the switch 31. And the  
16 third method merely uses the switch 31.

17 To cause the drive wheel 1 to tend to rotate in a reverse direction when the first method is  
18 utilized, the computer 5 can be programmed to invert the output signal that it sends to the switch  
19 31. (Alternatively, an inverter 33 can be placed--preferably through electronic switching directed  
20 by the computer 5--between the sensor 3 and the computer 5.) To accomplish this same goal  
21 when the timing circuit 50 is employed, the inverter 33 is placed (preferably by electronic  
22 switching operated by a user) between the sensor 3 and the timing circuit 50. And to achieve a  
23 similar result with the third method, the inverter 33 is placed (preferably by electronic switching  
24 operated by a user) between the sensor 3 and the switch 31.

25 Alternatively with all three methods, one or more additional switches or an H-bridge 33  
26 may be employed to enable current to flow through the electromagnets 6 in a reverse direction.  
27 This would, of course, tend to cause the drive wheel 1 to rotate in the reverse direction. If the  
28 drive wheel 1 were already rotating in a forward direction, this would initially have a braking

1 effect. If continued, it would ultimately result in the drive wheel 1 rotating in the reverse  
2 direction.

3       The electromagnets 6, as viewed from the side, preferably are rectangular in shape, as  
4 illustrated in Figure 5, Figure 6, Figure 11, Figure 12, Figure 15, and Figure 16, although the  
5 electromagnets 6 may have other shapes, including a shape similar to that of the permanent  
6 magnets 2, as illustrated in Figure 2, Figure 3, Figure 9, Figure 10, Figure 13, and Figure 14.  
7       Also there are preferably two electromagnets 6, and the two electromagnets are preferably  
8 arranged in an inverted "V," as depicted in Figure 5, Figure 11, and Figure 15. Optionally,  
9 however, three electromagnets 6 can be arranged with one electromagnet 6 placed horizontally  
10 and an electromagnet 6 placed vertically below each end of the horizontal electromagnet 6 as  
11 shown in Figure 6, Figure 12, and Figure 16.

12       As illustrated in Figure 4, the ends 8 of the core of each electromagnet 6 are preferably  
13 bent toward the permanent magnets 2 in order to increase the attractive and repulsive forces.

14       Moreover, it has been experimentally determined that the cores of the electromagnets 6  
15 perform more effectively when such cores are composed, ignoring the bent portion at the ends 8,  
16 of identical sections 9 that are laminated with the plane of lamination being substantially parallel  
17 to the plane in which the electromagnet 6 lies. Also, it has been experimentally determined that  
18 the electromagnets 6 perform more effectively when they are wound with multi-strand cable.

19       Preferably, as discussed above and as depicted in Figure 17, the structure 4 that supports  
20 the axle for the drive wheel 1 contains a cavity 34 that communicates with the electromagnets 6  
21 and can contain either a heat-transfer medium 35 or a heat-absorbing 35 medium to reduce heat  
22 near the electromagnets 6. When a heat-transfer medium 35 is to be employed, the cavity 34 also  
23 communicates with at least one radiating surface 36, such radiating surface 36 preferably either  
24 being composed of carbon-filled nylon plastic or comprising a fin made of metal. Examples of  
25 heat-transfer media 35 are antifreeze and heat sink compound. Examples of heat-transfer media  
26 35 or heat-absorbing media 35 are wax; plastic-encapsulated wax spheres such as those sold  
27 under the trade name THERMASORB<sup>®</sup> by Frisby Technologies, Inc. of Winston-Salem, North  
28 Carolina; and such plastic-encapsulated wax spheres mixed into mineral oil. Of these examples,  
29 it has been experimentally determined that heat sink compound performs most satisfactorily.

1        Optionally and again as considered above, as shown in Figure 7, the electromagnets **6** are  
2    encapsulated within a module **10** having a radiating surface, preferably metal (or carbon-filled  
3    nylon plastic) fins, **11**. The module **10** is removably inserted into the structure **4** that supports the  
4    axle for the drive wheel **1**. Within a cavity **37** of the module **10** is placed a heat-transfer medium  
5    **12** (a gel or fluid **12**) which communicates with both the electromagnets **6** and the radiating  
6    surface **11**, thereby conducting heat from the electromagnets **6** to the radiating surface **11**, from  
7    which such heat is transferred to the surrounding environment.

8        Moreover, in a still further alternative, the electromagnets **6** can either simply be air  
9    cooled or may have liquid circulated between such electromagnets **6** and a radiating heat sink **13**,  
10   as illustrated in Figure 8. Such liquid may, for example, be antifreeze or water.

11       If the electromagnets **6** are liquid cooled, the liquid cooling fluid **14** is--as shown in  
12   Figure 3, Figure 5, Figure 8, Figure 10, Figure 11, Figure 14, and Figure 15--preferably pumped  
13   by means of a magnetic pump **15** which is turned by the interaction between the permanent  
14   magnets **2** of the drive wheel **1** and a permanent magnet **16** located in the impeller **17** of the  
15   pump **15**.

16       The impeller magnet **16** is preferably cylindrical and is preferably installed  
17   perpendicularly to the axis of rotation **18** for the impeller **17** and so as to have the longitudinal  
18   axis of the impeller magnet **16** bisect the angle between any two adjacent vanes **19** of the  
19   impeller **17**. (Preferably, the impeller **17** has four vanes **19**.)

20       The impeller **17** is located within the magnetic field created by the closest permanent  
21   magnet **2** to the impeller **17**. Therefore, as the permanent magnets **2** rotate with the drive wheel  
22   **1**, magnetic attraction and repulsion cause the impeller magnet **16** to rotate, thereby rotating the  
23   impeller **17**. Cooling fluid **14** flows into the impeller **17** from an aperture **20** on a first side **21** of  
24   the impeller **17** and is pushed by the rotating vanes **19** to a second side **22** of the impeller **17**  
25   where such cooling fluid **14** exits from the impeller **17** through an aperture **23**. The cooling fluid  
26   **14** is thereby forced through a tube or passage **24** past the electromagnets **6** and along the  
27   radiating heat sink **13** before being returned to the magnetic pump **15**. A first end **25** of the tube  
28   or passage **24** is connected to aperture **23** of the pump **15**, and a second end **26** of the tube or  
29   passage **24** is attached to aperture **20** of the magnetic pump **15**.

1        When air cooling is employed, such cooling may be aided by the attachment, through any  
2 method that is well known in the art, of a fan **38** to the structure **4** that supports the axle for the  
3 drive wheel **1** in order to force more air past the electromagnets **6**.

4        Preferably, to prevent energy losses caused by coupling between electromagnets **6**, pairs  
5 of electromagnets **6** are activated alternately by the computer in the first method; by placing a  
6 flip-flop **401** between the output of the timing circuit **50** and the electromagnets **6** in the second  
7 method; and, if a single sensor **3**, is utilized for all electromagnets **6**, placing a flip-flop **401**  
8 between the sensor **3** and the electromagnets **6** in the third method.

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